



# Proposed Amendments to the Red Sticker Program for Off-Highway Recreational Vehicles

April 25, 2019

# Purpose for Today

- End Red Sticker program and reduce OHRV emissions
- Align with federal requirements to minimize impact to OHRV industry
- Adopt more stringent standards to achieve needed emission reductions in 2027+



# Off-Highway Recreational Vehicles (OHRV)



**ALL-TERRAIN VEHICLES  
(ATV)**



**OFF-HIGHWAY MOTORCYCLES  
(OHMC)**



**UTILITY VEHICLES**



**SIDE-BY-SIDES**



**SNOWMOBILES**

# OHRV Emission Sources

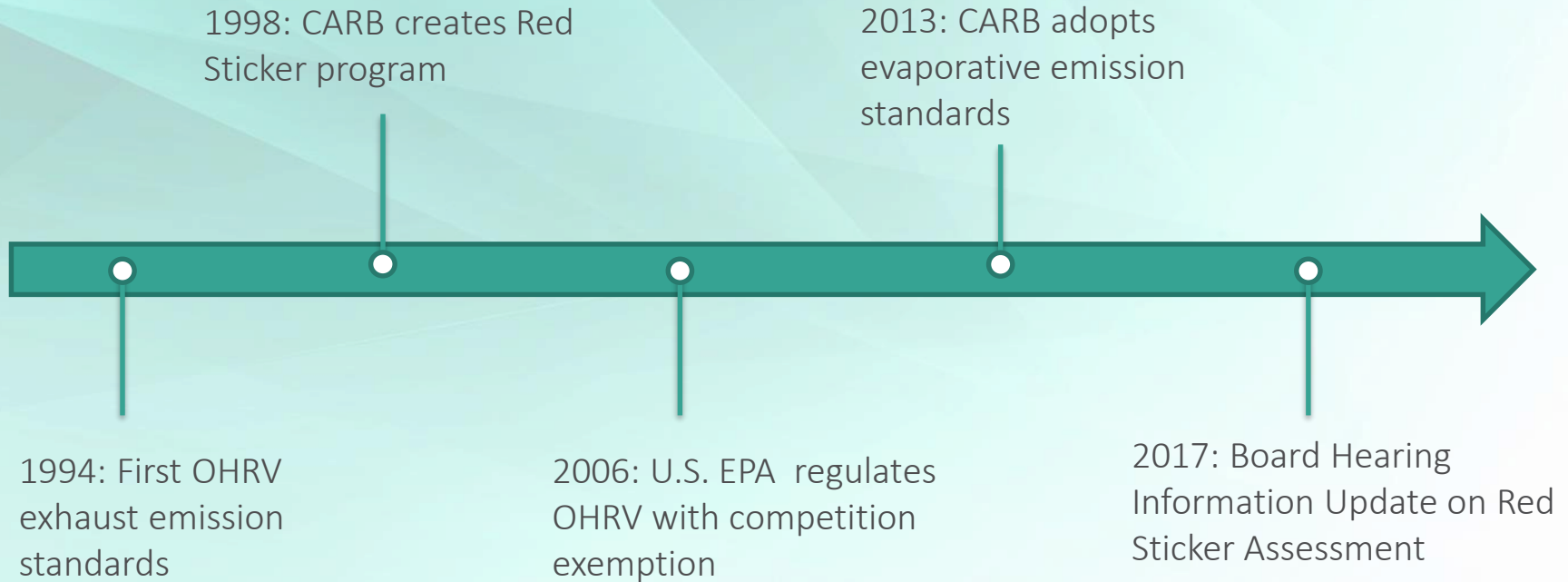
Exhaust Emissions: during operation



Evaporative Emissions: during storage



# OHRV Regulatory History



# What is the Difference Between Red and Green Sticker Vehicles?



## Green Sticker

- Must meet emission standards
- Ride year round
- All OHRV types



## Red Sticker

- Exempt from emission standards
- Seasonal riding restrictions
- OHMCs and ATVs only



# Why Was the Red Sticker Program Created?

- Allow more time for manufacturers to develop full range of compliant vehicles
- Limit exhaust emissions in summer
- Allow for competition practice





# More Green Sticker Models Available



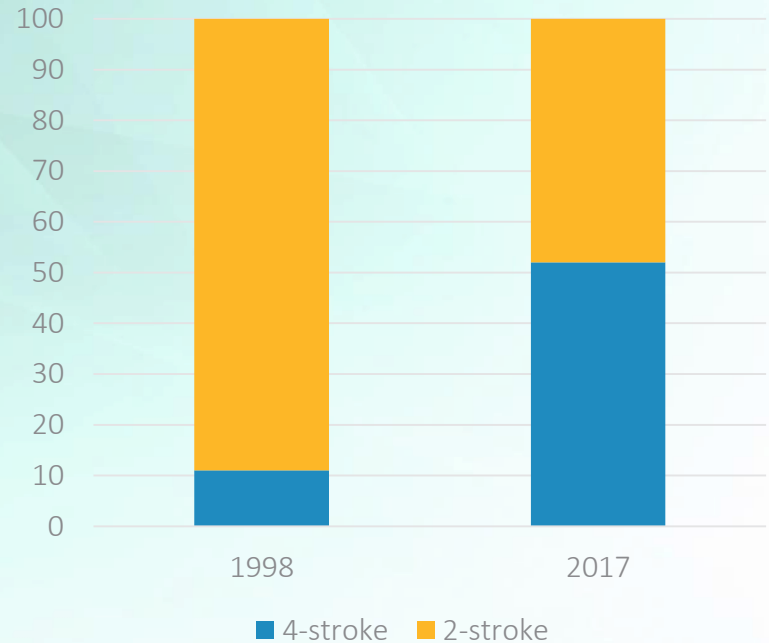
Over 3 times as many models today compared to when the program began



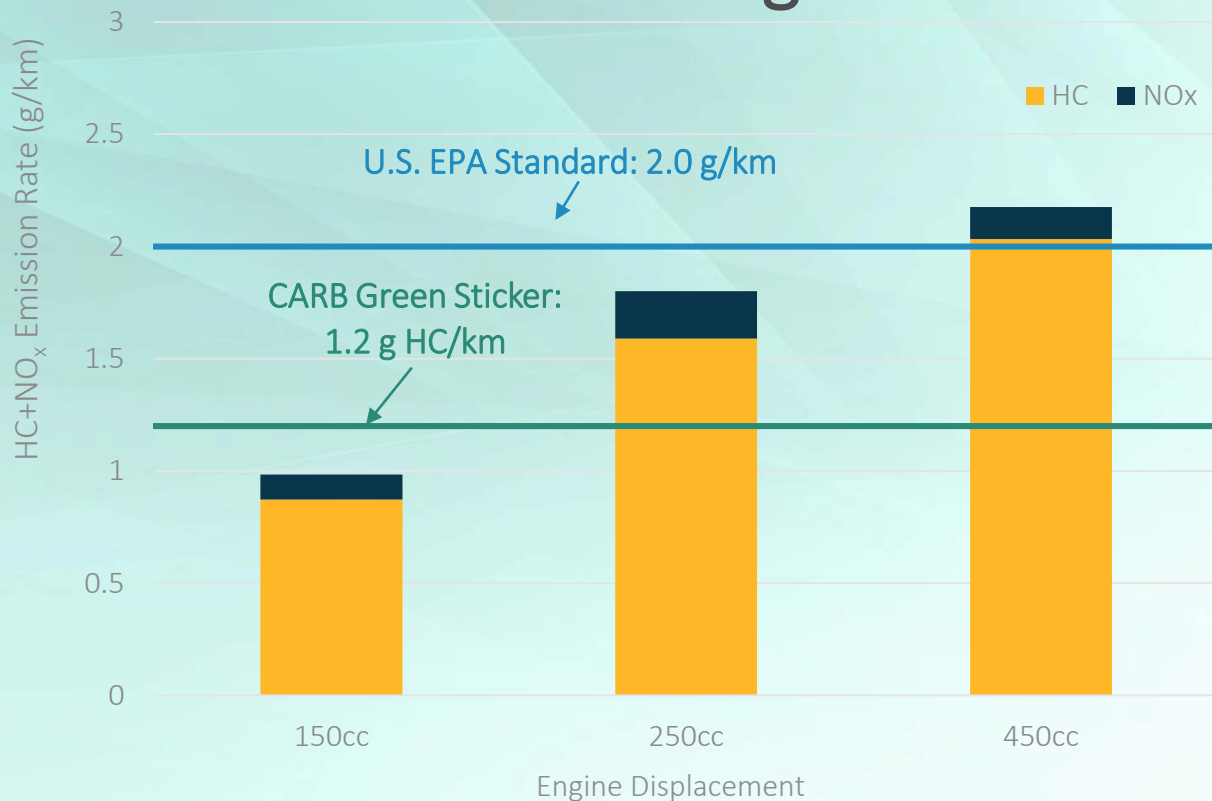
# Cleaner Technology is Available



Percentage of 2-stroke and 4-stroke  
Red Sticker OHMC Certifications

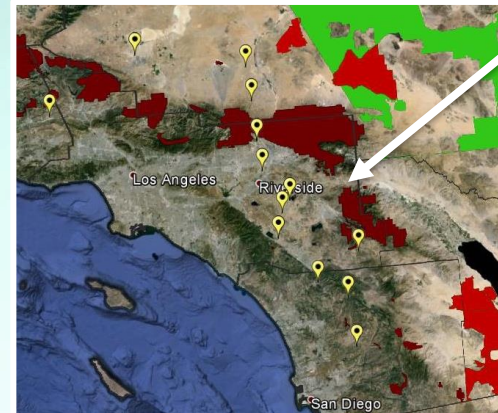
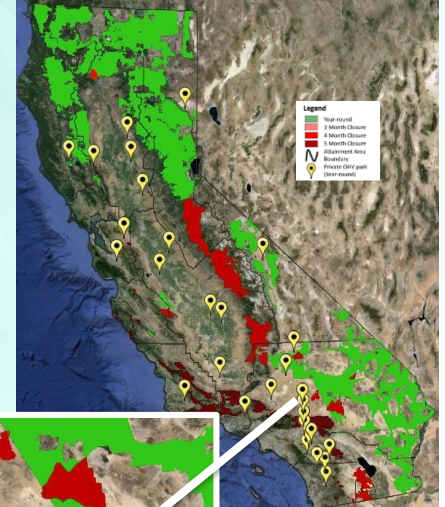


# Red Sticker 4-stroke OHMCs are Close to Meeting Standards



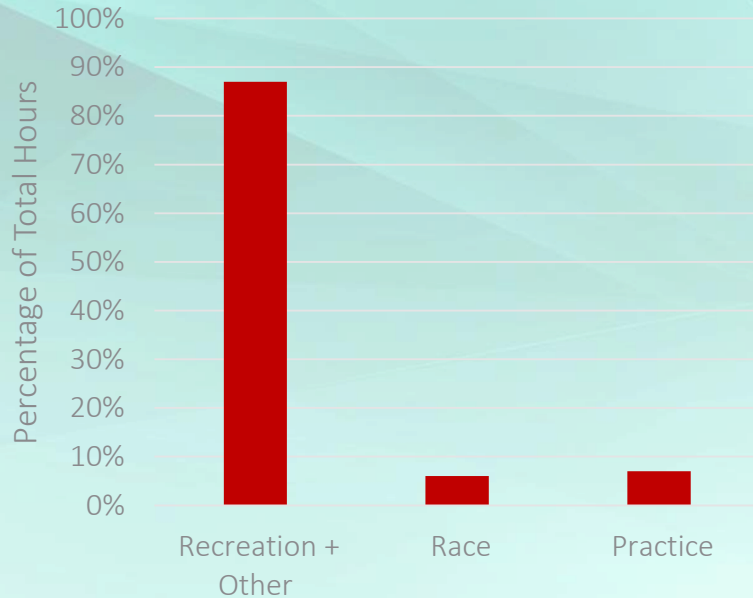
# Riding Restrictions Ineffective

- Red Sticker vehicles are operated in ozone non-attainment areas during the summer
- No control of evaporative emissions
- Expected emission benefits not realized

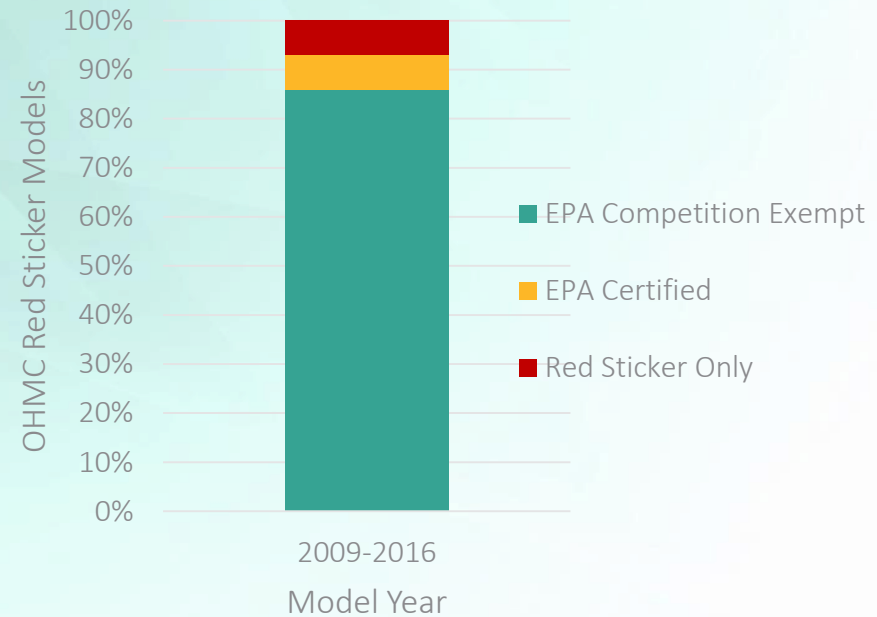


# Red Sticker Models Are Being Used Inconsistently with Federal Rules

## Red Sticker Usage in CA

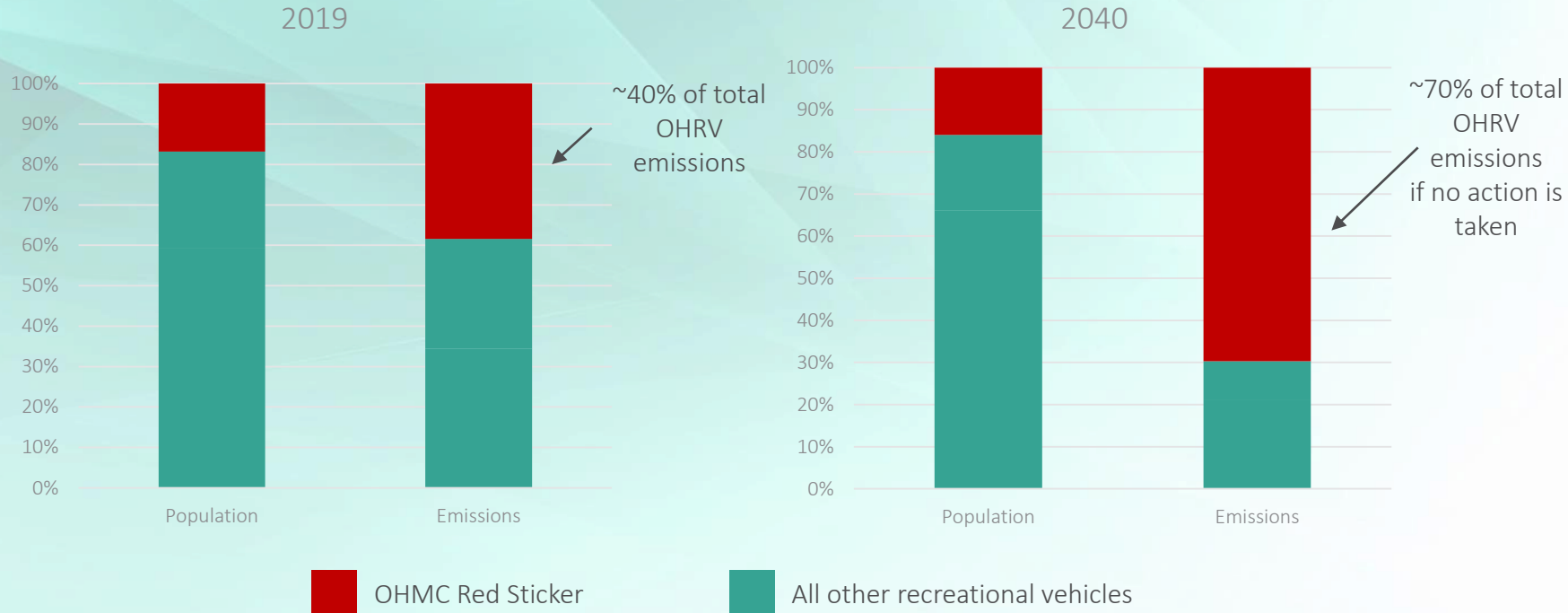


## CARB vs U.S. EPA Certification



\*- CARB Red Sticker Owner Survey (2016), Other includes commuting and farm and agriculture

# Most OHRV Emissions are from Red Sticker OHMCs



# Sunset Red Sticker Program

- Program was meant to be temporary
- Does not provide expected emission benefits
- Not consistent with federal requirements
- Emissions are large and growing



# Proposed Amendments

2020

Harmonize OHMC's with U.S.  
EPA Standards

2022

End New Red  
Sticker Vehicle  
Sales

2025

End Red Sticker  
Vehicle Riding  
Restrictions

2027

More Stringent  
Standards  
Begin



# Alternative Certification Paths

- Transfer of on-road evaporative systems
- Design-based certification
- Automatic fuel shut-off

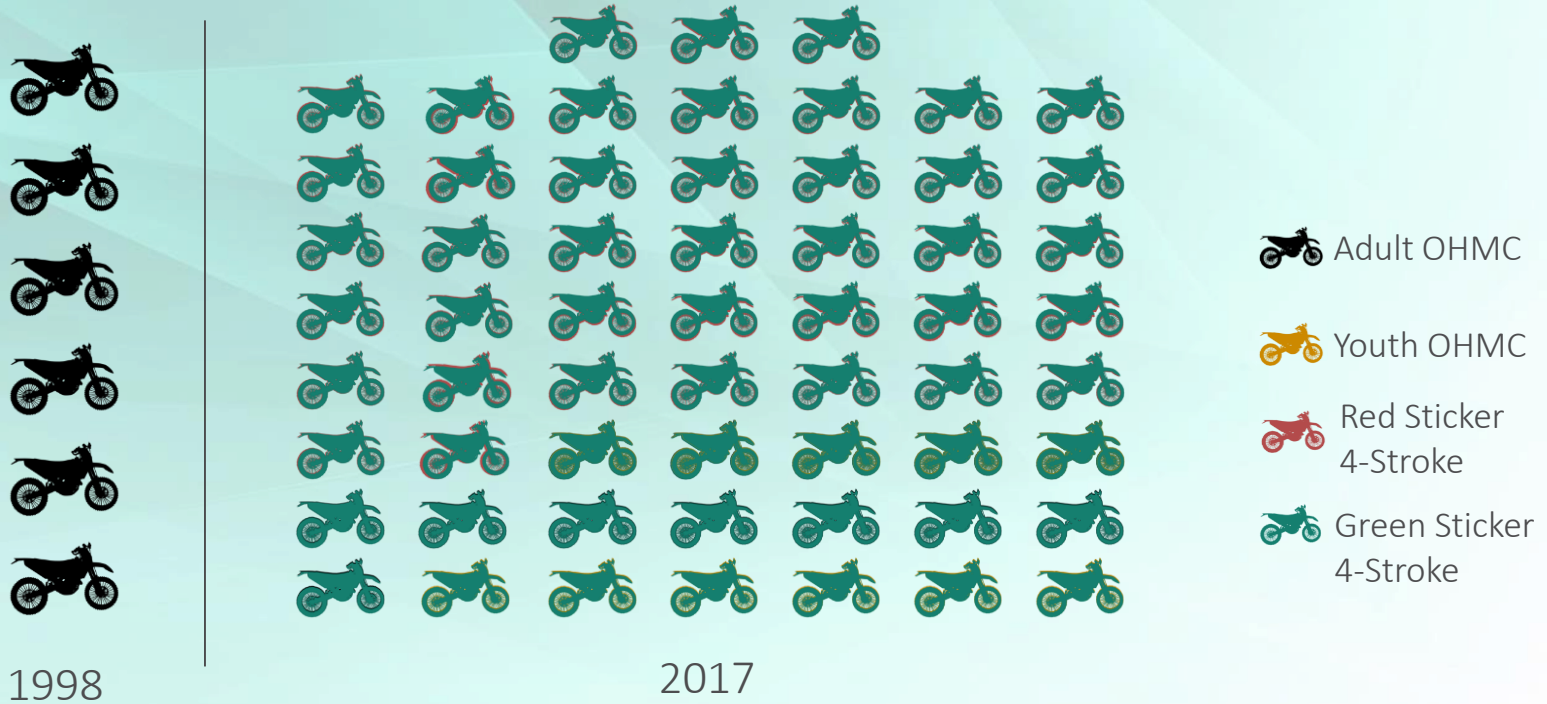


# Flexibility for OHRV Manufacturers

- Flexible fleet averaging requirements for all OHRV
- Additional incentives (credits) for zero emission OHRV
- Youth model provisions



# Current Red Sticker Models Can Meet Standards



Nearly 10 times as many certified models possible under proposed amendments

# Reduce Emissions from ATVs & Side-by-Sides

- Suggested by industry
- Will offset relaxed OHMC standards
- Vehicles more suited to advanced controls
  - More space to house controls
  - Less sensitive to cost of controls



# Benefits of Proposed Amendments



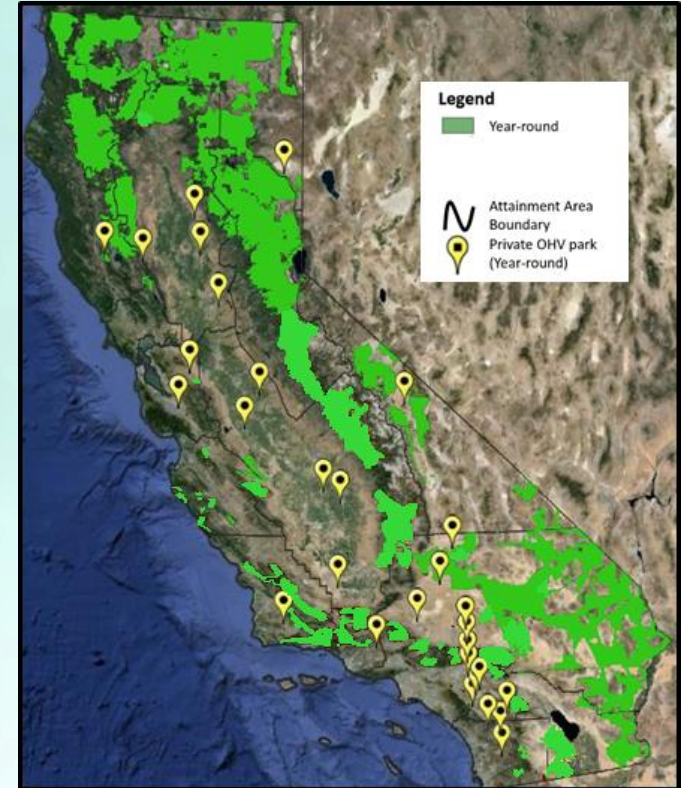
# Cost of Proposed Amendments

Average Increased Retail Cost Per OHMC: ~\$300

- Starts with MY2022
- Covers all manufacturers costs of adding controls to models with no emission controls
- Does not impact Green Sticker models
- Does not impact existing OHRV

# What the Proposal Will Do

- Increase Green Sticker vehicle availability in dealerships beginning with MY2020
- Harmonize with U.S. EPA standards in 2020
- End certification of **new** Red Sticker vehicles
- Lift seasonal riding restrictions for **all** existing Red Sticker OHRVs by 2025
- Promote cleaner OHMCs in 2027+





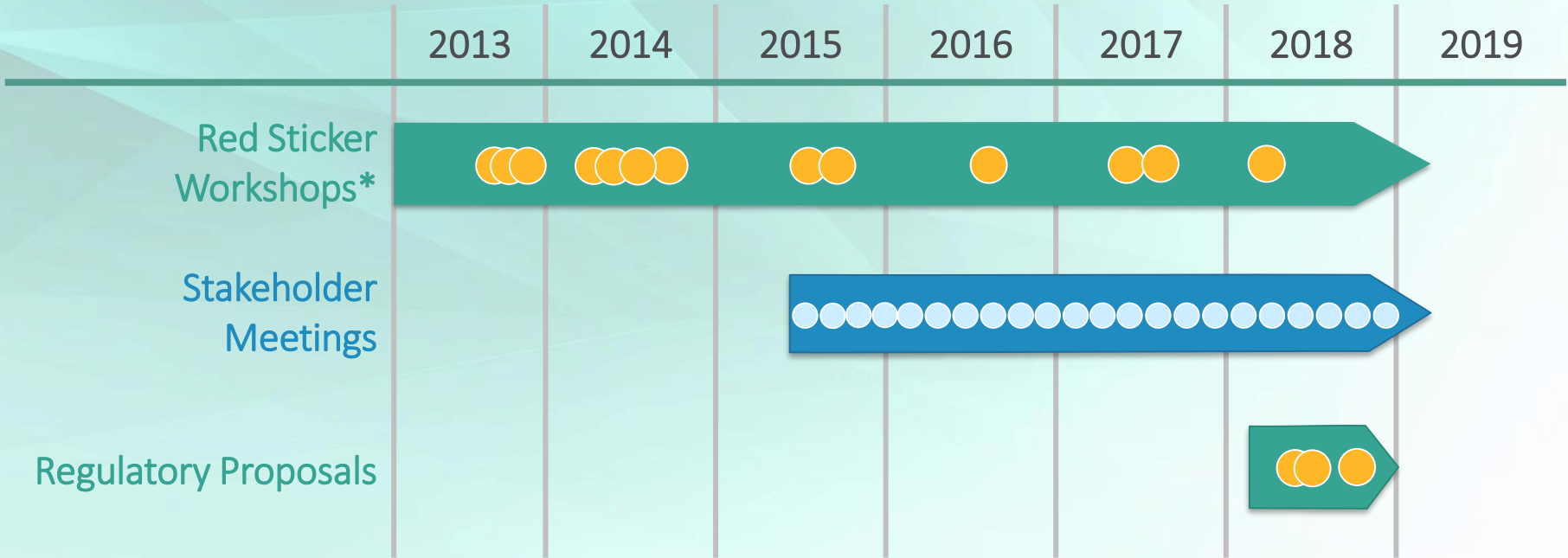
# What the Proposal Will NOT Do

- Will **NOT** remove/restrict any **existing** Red Sticker vehicles
- Will **NOT** prohibit sale of uncontrolled OHRV for competition use
- Will **NOT** eliminate youth models



# Public Process

● Public Workshops



\* Workshops for design and planning for assessment updates, emissions inventory presentation, survey updates, and early regulatory proposals

# Stakeholder Concern: Model Availability



Model Availability

## Staff Response

- Alternative certification pathways
- Flexible timing
- Consumers will have plenty of choices
- Harmonizes with U.S. EPA

# Stakeholder Concern: Competition Vehicles



Management of  
Competition Vehicles

## Staff Response

- Competition is important to riders and the industry
- True competition OHMCs still allowed
- Practice for competitive events
- Collaborative process

# Stakeholder Concern: Zero Emission Vehicles



Zero-Emission  
Vehicles

## Staff Response

- Developing market segment
- ZEV emission credits
- Charging infrastructure
- Ongoing need for long term support

# Summary

- Red Sticker Program does not work as intended
- Need to end Red Sticker certification and riding restrictions
- Proposal minimizes disruption to off-road vehicle market
  - Provides reductions needed to meet air quality goals
  - Includes flexible certification pathways and timing
  - Controls are technologically feasible and cost-effective

# Proposed 15-Day Changes

- Staff proposes several changes based on stakeholder comments received:
  - Harmonize with U.S. EPA permeation test procedures
  - Modify youth model definition to 112cc
  - Clarify component certification requirements
  - Administrative and non-substantive changes



# Staff Recommendation

- Adopt proposal, including 15-day changes
  - Provides reductions needed for air quality goals
  - Ends Red Sticker Program with minimal impact on stakeholders
- Collaborate with stakeholders to manage competition exempt OHRV
- Promote development of ZEV OHRV